M. & T. NEWS

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December 1968 No.49

Secretary : D.E.Vickers,144,Steade Road,Sheffield,S7 1DU
Treasurer : M.Q.Craig,35,Norton Park View,Norton,Sheffield S8 8GS
Editor : R.Banks,17,Ulley Crescent,Sheffield, S13 8BA

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## SOCIETY NOTES

The magazine is a little shorter than usual this month with the pressure of time before Christmas.However this will certainly be made up in next month's ANNIVERSARY ISSUE January's M. & T. News will be our 50th newssheet,and 1969 will mark the entering of the 5th year of the S.O.E.S. Thus next month's magazine will be a special issue - much larger than any yet printed containing a great variety of articles and pictures.A number of members have already sent contributions towards this,but we must hear from you also - please spend a day of your Christmas holidays(or even just an hour) to write about your memories of a trolleybus system - about your local 'bus operator - about tickets or photography,or any subject you think will be of interest to our readers,and post it to me,D.E.Vickers before January 10th and I will include it in our special issue.

SUBSCRIPTIONS Unfortunately the beginning of the new year marks the time to remind you of renewing your subscription to the S.O.E.S.During the next two weeks all subscriptions to the end of 1969 will be collected,and for the full year the subscription is 11/=.We are very sorry this is a small increase on last year,but it is worked out purely on cost of the magazine,for which both costs of paper and postage have increased.For those members who have joined us during 1968 only the subscription for the months in 1969 not yet paid is due.To clarify this I have entered below the amount due from you :-

YOUR SUBSCRIPTION TO DECEMBER 1969 IS 10/-

Please will you send your money,preferably by postal order or cheque,crossed and made payable to the "Sheffield Omnibus Enthusiasts Society" before January 10th to our treasurer:
M.Q.CRAIG,35,NORTON PARK VIEW,NORTON,SHEFFIELD,S8 8GS.

SOES VEHICLES During the last month 231 has been to Doncaster,Scunthorpe as well as various districts in Sheffield.Ex.Sheffield 216,the mobile canteen PSL owned by three SOES members has had the inside stripped for re-conversion into a single-deck bus.Now the Christmas holidays are here work can proceed much more rapidly on all buses.

SOES MODEL TROLLEYBUS SYSTEMS Unfortunately production of our models has ground to a halt through our being unable to obtain further supplies of the plastic buses from which these are made.If any member knows of a shop still selling these please will he contact me,D.E.Vickers,immediately, (even if not in Sheffield) - any postage will be refunded.

SALES DEPARTMENT NOTES

Firstly I wish to thank David Tummon and John Young for their donations of stamps.The Christmas cards will soon be rolling in so let's have a big effort from everyone.

Secondly,a grumble from me;orders are still being received with uncrossed postal orders,and in some cases P.O's that haven't been filled in at all.Both for security in transit and for ease in calculating the Society's assets please CROSS postal orders which should be made payable to the 'Sheffield Omnibus Enthusiasts Society'

Now,in a lighter vain,this month's new photos;
5 x 3½" - 7d;Half Plate - 3/=; Whole Plate - ~~8~~ 4/6d

BP24 S.T.D. 3004(WWB 104G) Leopard/Alexander F/O Blue Boar Services(M1) 26/10/68
BP25 Oldham 231 (DBU 23) PD1/Roe F/O.Ashton 13/10/68
BP26 S.T.D. 193 (WWB 193G) PDR/PRV F/O Penistone Rd 19/10/68
MP01 Oldham 231 & Rotherham 37 F/O & F/½0 13/10/68
DP01 S.J.O.C.Fleetname as on 3001-4
BP27 S.T.D. 2194/6,730 (SWE 294/6,430) Regent III/Weymann F/NS East Bank 30/11/68
BP28 S.T.D. 730 then as above
BP29 Halifax 111 (JJX 371G) Fleetline/Willowbrook F/OS as demonstrator/Sheffield Central Bus Station 24/11/68
BP30 Ex.Midland General 175 (KRR 255) Regal/Weymann F/NS Rossie Depot 24/11/68
BP31 T.Severn PWX 591E Reliance/Plaxton Derwent F/NS 24/11/68
BP14 S.T.D. 16 (TWE 16F) Swift/PRV B--D F/NS East Bank 31/5/68

BP15 S.T.D. 1024 (TWE 124F) Swift/PRV B--F F/NS E.B. 9/6/68

BP16 S.T.D. 1111 (TWE 111F) Atlan./PRV H--F F/OS Olive Grove Road 30/8/68

BP17 S.T.D. 1115,1392 (TWE 115F,JWJ 192D) Atlan/PRV EB 30/8/68 Contrasting rears

BP18 S.T.D. 3082 (1882 WA) Leop./ECW F/NS East Bank 29/8/68

THIS LAST PHOTO IS A "MUST" AS THE FRONT OF 3082 HAS BEEN REBUILT DIFFERENTLY AFTER ITS ACCIDENT.

Lastly,we are taking orders for the STD fleetlist.This will be available early next year,and costs 4/6d.My apologies to people who have ordered either the Huddersfield and/or Belfast trolleybus fleetlists, these were advertised rather prematurely and are not yet ready.

A Merry Christmas to all,

E.Wilson.

EDITORS NOTE

The flow of news has continued and has been received from seven members.I would like to thank all those who have contributed news and hope that this continues next year.I wish every member a Happy Christmas and New Year.

Robert Banks.

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## FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT D.E.Vickers,R.Banks, P.Hanwell,P.E.Fox,E.Wilson,P.Beardsley,D.Tummon.

Three destination boards have been made for no.1 and are:

1) Lower Walkley City 3 178 190
2) Bakewell Sheffield

139 now has a non-opening rear upper deck window.It would be interesting to know what from.

As mentioned last month Halifax 111 has been on loan.It was continually used on rte.31.For paper work purposes it was numbered 11 in the STD fleet - quite suitable to the route it was on.On 29/11/68 it returned to Halifax on rte. 68.STD 193 returned the same day.

New routes planned for the next month or two are:

306 Central Bus Station - Darnall - Woodsetts (nr.Dinnington)
319 Central Bus Station - Woodhouse - Woodsetts
43 Central Bus Station - Hemsworth - Jordanthorpe Estate
92 Central Bus Station - Manor Park - Woodthorpe
23/32 Central Bus Station - Woodhouse - Woodthorpe - Central Bus Station circular.

After numerous trials it has been decided that, at present, the 23/32 circular will not be worked by one-man vehicles but that these would be more successfully used on rte.51 (Gleadless-Lodge Moor). The AEC/Weymann H7OF buses 264-273 will be used on the new circular once displaced from the 51.

Repaints : (complete with blue wheels and decimalised u.w) 107/22,462,505/6,801/16(both rebuilds),1004,1358(this has a one piece rear panel thus the old destination boxes are no longer visible).

Blue wheels 1,820 (this has had a partial repaint)

Decimal u.w. 135/74/7,354

Undercoat 186(following an accident on 6/11/68) 3082 (front only, the 'wings' have been replaced by an oval grille)

Garage changes

From Hr to EB : 925-8

ON 15/12/68 - Gl to Ld : 1334-6 Ld to EB : 435-7

EB to Gl : 505-7,1000 Ld to Hr 1266/8 EB to Ld : 795/6

Withdrawls ON 30/11/68: 14,481,730,766,853,1272,1777 (481 through body rot, as with 766,1777 cracked chassis) It had been proposed that the body of 1777 be transferred to the chassis of 766 to make a bus that could last a bit longer, but this project was abandoned through cost. 730 still carries its last tour posters.

ON 10/12/68 : 810

ON 11/12/68 : 2194-6 (through an error on STD's part as the licences of 2195 & 2196 expired on 10/12/68) These were the last exposed radiator buses in public use.

Disposals A full list will appear next month, but briefly all recent withdrawls(excluding those above) have gone to Barnsley scrap dealers except 488 which is in Motherwell Scotland, and 11 and 26 are in Ireland for further service.

Observations 1023 on 63,6 on 75 both 7/10/68;3004 on 21 9/10/68;3078 on 122,11/10/68;1007 on 35,1016 on 63 both 14/10/68;880 on 53 23/10/68;214 on 9,1010 on 60 both 29/10/68; 14 on 55 31/10/68,833 on 42 12/11/68;6 on 20,8 on 63,1029 on 61 all 13/11/68,1015 on 20,943 on 151 both 14/11/68,208 on 7,181 on 60 both 15/11/68,194 on 2,800 on 3 both 16/11/68;272 on 52,18/11/68;116 on 34, Chesterfield 217 on 28 both 19/11/68;1 on 43,1373 on 88 both 20/11/68,730 on 150/1,21/11/68;1286 on 61,22/11/68;1016 on 24,21 on 60 both 25/11/68,1017 on 150 26/11/68;221 on 1 27/11/68;271 on 60, 270 on 32,1024 on 51 all 28/11/68,1000 on 20,220 on 73,196

on 157 all 29/11/68,1026 on 68,2768 30/11/68,1367 on 112, 3/12/68,195 on 120 4/12/68,974 on 75 6/12/68,757 on 69 9/12/68;1016 on 63 10/12/68;6 on 35,11/12/68.

Yorkshire Traction 744 was in EB on 21/11/68.3076 was in Hr,9 behind EB both 7/12/68.

OTHER FLEET NEWS - D.Tummon,R.Banks,P.D.Fox,P.Hanwell, E.Wilson,P.Beardsley,P.McBlain.

BRADFORD The Atlanteans will be bodied by Met-Camm as ordered.Those for the Swifts and Panthers will be by Marshall.The chassis numbers of the PDR's are 800144/5/955/6/7/81/2/1056-8/71-4/178 and of the Fleetlines 62870-89

For the trolleybus replacements in 1972 90 motor-buses have been ordered.

EAST YORKSHIRE New are:

837-44 PKH 837-44G Leyland Panther Cub 750934/5/1238-40/459-61 Marshall B45F

HALIFAX New are:

95/6 JJX 595/6G Daimler CRG6 62801/2 N.C.M.E. H74F
290/1 JJX 597/8G Daimler CRG6 62803/4 N.C.M.E. H74F

Besides STD 193 on loan a Manchester OMO FLeetline has also been borrowed.

LEEDS Withdrawn are : 476/7/81/3/4/90/7/8 NNW 476 etc., 618 NUB 618. 159 has returned from Lille and is pictured on the latest edition of the timetable showing Lille on the destination blinds.

The livery in which the show vehicles appeared is to be the new OMO livery (similar in design to the Manchester layout).

MEXBOROUGH AND SWINTON The new Fleetlines are:

22-5 WWU 923-5G Daimler CRG6LX 62893-6 N.C.M.E. H77F

Withdrawn is 21

SHEFFIELD UNITED TOURS Withdrawn and sold are 297-9

This firm also has a share in the British Railways contract along with East Midland recently acquired from Booth and Fisher.

YORKSHIRE TRACTION Recently repainted are: 318,473,727

In one of the depots the following were seen with severe front end damage : 310/31,424/42/55/63/95,512. One,212,was to receive a completely new back-end.

Withdrawn are 106/9/98.115-7 will probably be

withdrawn at the end of the year.

YORKSHIRE WOOLLEN Withdrawn are 451-6,209

NORTH WESTERN New are:
285-309 KJA 285-90F/91-309G Bristol RESL6G ?
Marshall B43F

A number of Bristol RELL/ECW have been ordered. Also five Duple bodied Leopards are expected.

SCOUT The operations have been taken over by Ribble/Standerwick as from 26/10/68 instead of a subsiduary. The bus fleet has gone mainly to Ribble and the coaches to Standerwick viz:

SCOUT TO STANDERWICK: S66-9 renumbered 12/4/5,49
S739-42 renumbered 61-4 S804-7 renumbered 74-7
S850-3 " 86-9 S889 " 100
S942-5 " 109-12
SCOUT TO RIBBLE S886-8 " 886-8
S1-5 renumbered 1969-73 S21-5 " 1974-8
S58-62 " 1073-7
S1396/446/7/56 renumbered 1396/446/7/56.

IPSWICH New are:
73-6 LDX 73-6G Leyland PDR1/1 802807-10 ECW H77F

SOUTHDOWN New is(last of the batch):
246 KUF 246F Bristol RESL6G RESL1/226 Marshall B45F

NEWCASTLE Atlantean 251 has been rebuilt from H78F to H70D. It now has a nearside staircase and is renumbered 601. In August it was exhibited at the Town Moor and visited the Alexander works for a tilt test(this was the bus on loan to Manchester along with STD 193).

The PD3's are to be retained and the Regent III's to be scrapped as the former are in better condition.

The new Park and Ride system has started again and operates between Fenham Barracks to the City Centre only stopping at the special stops. The buses used have a destination blind showing 'Park and Ride'. The service operates every 10 minutes on Saturday until 14/12/68 when it will be operated Mon to Sat until Christmas Eve. It will then be half-hourly on Mon to Fri and every 10 minutes on Saturday. It will continue on Saturdays only after Christmas until late January as an experiment with the hope of becoming a permanent feature. On the first day of operation this year 1,500 passengers were conveyed on the new system.

LONDON TRANSPORT November 30th saw the start of the Ealing "Merlin" scheme.One amusing piece of news is given me concerning its first day.The locals call them "cattle-trucks",quite naturally,but on the evening return journey a crowd of "young-men" boarded the E2 and having passed through the turnstile made suitable cow and sheep noises much to the amusement of the passengers who took up the challenge and joined in.The driver,however,was not amused, and refused to go any further until the comedy ceased.

One thing is certain,the Merlins are no better at keeping time than the RM's and RT's.

R.Fenn.

## INDEPENDENTS SECTION

WEST RIDING Withdrawn is 750

GILL In the evening of Saturday 30/11/68 the depot at Stannington was burnt to the ground.Luckily no coaches were in the depot at the time and the only vehicle damaged was a car owned by a local householder.A spokesman said that the depot was to have been relinquished in the near future as plans are afoot for a common depot for the associate operators i.e. Gills,Excelsior and Wigmores.

NEW OPERATOR :

H. and M. Fieldhouse t/a Luxicabs,13 Mulehouse Road, S10 1TH(already running a taxi service)

BADDELEY,Holmfirth 64 EO 9689 Bedford SB 5553
Duple C33F Sold for scrap 10/68

FIELDHOUSE,Sheffield VUG 896 Karrier 57A2748
Reading C14F Ex.Soul London S.W.19 10/68

GRANT AND McALLIN,Beighton CVO 231C Bedford CALV30 373822 Martin Walter -11- Sold 10/68

PEPPER,Thurnscoe 24 665 EWR Bedford VAL14 1100
Placton C52F To Watts,Leicester 9/68

RILEY,Rotherham YET 500 Bedford SB3 88236
Duple C41F To Haynes,Christchurch 7/68

UNITED(EVERETT) South Kirkby LUF 624 Leyland PSU1/15 521527 Leyland C41C Withdrawn 10/68

WHITELEY,Maltby LPU 611 Guy Arab III FD28324
Massey L57R Withdrawn 10/68

WIGMORE,Dinnington *WWU 787G Bedford VAL70 460209
Willowbrook B56F New 10/68
HWU 402C Bedford VAL14 1858
Willowbrook B56F Sold 10/68

*-WWU 787G was in the Demonstration Park at the Motor Show.

OTHER NEWS

CARDIFF : A Cardiff horse-tram has been obtained for local restoration.

POTTERIES : P.M.T. are now using mauve/pink setrights as well as the old dark green.

Corrections to the body details and other details of London Trolleybuses as shown in M. & T. News no.46:-

62 os MCCW H73R 63 is English Electric H6OR
132-41 are Weymann H7OR
142-83/84-283/385-483 are M.C.C.W. H7OR
604-28 are Weymann H7OR 629-53 are Park Royal H7OR
754 os a Leyland TTB4/Leyland H67D
755-904 are M.C.C.W. H7OR 905-54 are Weymann H7OR
1355-529 have Leyland chassis 1530-54 are Weymann H7OR
1670 is Park Royal H7OR
1671 was a Leyland demonstrator bought 1939
1697-721/2-46/7-64/5-891 are M.C.C.W. H7OR (1697-1764 H72R)
1722-64 were ordered by Johannesburg but not delivered because of the war.
Of the AEC's 1-60 were 663T's,61 was 691T,62 was 663T, 63 was 661T and the remainder 664T's.1765-891 were BUT 9641T's.

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S.O.E.S. JUMBLE SALE

IN ORDER TO HELP RAISE FUNDS WE ARE HOLDING A JUMBLE SALE ON SATURDAY 25th.JANUARY AT ECCLESALL CHRCH HALL (Ringinglow Road,Sheffield 11).IN ORDER TO MAKE THIS A GREAT SUCCESS WE NEED YOUR HELP.

From now until the sale we will be collecting jumble, and will arrange to collect this in Oldham 231 in the Sheffield area.If you have anything at all you think may be useful please let me know - D.E.Vickers,144,Steade Road Sheffield S7 1DU,or give me a ring at Sheffield Transport (phone 78111 between 8.45 a.m. and 5.15 p.m.) and we will arrange for its collection.There will also be a stall for enthusiasts' items (tickets,photos,pieces of buses etc.) and any of these items too will come in very useful.We also intend to arrange,on one day only,a collection from our members in the Manchester/Stockport area,who are quite numerous,and they will be contacted shortly to arrange a

mutually convenient date.

For the date of the Jumble Sale itself we must have AS MANY HELPERS AS POSSIBLE,and thus,if you are free that afternoon,please let me know if you would be prepared to assist.Then,finally,we need customers,so do tell everyone about our sale,and come yourself if you can make it.

RIGHT THEM - PLEASE START SAVING YOUR JUMBLE NOW - and let's put on a really good show.

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## BOOK REVIEW
by Monocoach

A Blandford Pocket Encyclopedia in Colour - Buses and Trolleybuses since 1945. David Kaye 184 pages 160 colour plate photographs 25/= Blandford Press Ltd., 167,High Holborn,London W.C.1.

Possibly the most striking feature of this book is the attractive dust-jacket cover with no less than 5 colour photographs,namely an RT and South Shields trolley on the front,Walsall Fleetline and Newcastle PD2 on the back,and C.O.M.S. Regent III on the spine.This is apparently intended to be the third in a series of encyclopedias dealing with buses and trolleybuses,the other two being presumably inter-war and pre-Great War.The first 30-odd pages deal with a generalised history of the passenger transport industry and the buses themselves,although there is surprisingly little made of the post-war fool's paradise and consequent 'austerity' type economics in the 1950's which had the effect of driving even more trade from public transport.This section concludes with speculation of future developments,although not with a great deal of perception.

Now comes the photographic section covering England, Scotland and Wales and,to some extent,Ireland.The selection,as regards subject matter,is extremely well balanced.However,the actual reproduction of the photographs seems to have suffered somewhat,as some colours tend to be rather paler than prototype.This may have been the result,however,of colour prints taken from colour slides,as this tends to have an effect.In two cases captions are reversed.The best photographs are, perhaps,plates 8,9,18,28 and 160 and the worst is

definitely plate 86.Sheffield's contributions consist of 1006,3 and 11.Also of interest to we in the SOES is plate no.28 of Rotherham trolley no.25.

The final part of the book deals,in a very concise manner with the different kinds of chassis.Two corrections, however,spring to mind - the BMMO SC5 should be a CS5 and the D9 has a rear,not front,entrance.

On the whole an exceptionally good book,with an amazing wealth of detail and illustration.

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## A SURVEY OF BRITAIN'S REMAINING TRAMWAYS

by Dave Tummon

### 4. Manx Electric Railway.

Another Isle of Man tramway,this is an electric line running with vintage stock from Derby Castle,Douglas via Laxey to Ramsey at the north of the island.This route is actually rivalled by another line,that of the Isle of Man Steam Railway.

Powers were first obtained by a Mr. Sannderson in 1893,to construct a tramway from Derby Castle as far as Groudle Glen.The powers were transferred to the "Douglas Bay Estate Ltd.",and the gauge was 3ft..The line was single-track,and services started on 7th September.A new company took over from the Estate company in March 1893, called the "Douglas and Laxey Coast Electric Tramway Ltd." In 1894,construction commenced to extend through to Laxey, to a terminus on the site of the present main Laxey depot. The whole line was double-tracked at the same time,and the extensin opened in May 1894.

In March 1894,the company changed its name to the "Isle of Man Tramways and Electric Power Company Ltd.." At this time,the ubiquitous Alexander Brue appears.In 1897 an act was passed to enable construction of the line from Laxey to Ramsey.This entailed the building of two viaducts at Laxey.This extension was built from the first to use trolley-poles,whereas the original line used an an unusual kind of bow collecter,similar to on the Snaefell Mountain Railway.By August 1898,the line was opened to Ballure,just south of Ramsey.The delay in extending into Ramsey was due to Brue's abortive campaign for a sea-front line there.Eventually,the company had to be content with entering by the 'back-door'.

In October 1898, the Ballure Line closed past Laxey to allow the Ballagossy cutting to be widened to take double track, and the Ballure Bridge to be built. The service through to Ramsey opened on the 24th. July. The line was now, and still is, 17miles 7 furlongs in length.

In 1900 Dunnbell's Bank failed, and the newly-formed 'Manx Electric Railway Co.' purchased the line from the receiver in 1902. This company remained in control until 1957, when Tynwald took over, the company having stated in 1955 that it would be unable to continue without Government aid. The first sub-committee report resulted in the Government deciding to take no action i.e. in 1956.. However, in 1957 Messers. J.W.Fowler(LRTL), R.Varley (British Railways) and Mr.C.T.Humpidge(Bradford C.T. and LRTL) were asked to make another investigation. This resulted in the formation of "Manx Electric Railway Board" in 1957, under Tynwald's administration. Since then, the M.E.R. has gone from strength to strength, despite the very elderly stock. (Continued next month.

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SORRY NO PHOTOGRAPHS THIS MONTH - BUT THERE WILL BE PLENTY IN NEXT MONTH'S SOUVENIR ISSUE ALONG WITH NEWS AND PAGES AND PAGES AND PAGES AND PAGES OF ARTICLES. DON'T MISS THIS SPECIAL 50th ISSUE - 5th. YEAR EDITION!

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## DONCASTER TROLLEYBUSES

(by.P.Beardsley)

Municipal transport commenced in Doncaster on 2nd.June 1902.This took the form of a service of trams from the town centre to Balby and Hexthorpe.Gradually the tram fleet grew,until it was suggested that the trams were replaced by motorbuses or trolleybuses due to rising competition.

Initially motor buses were decided on for the conversion.The first route to be converted was that to Avenue Road.On conversion this route was extended to Wheatley Hills,using motor buses.However,after the performance of these motor buses it was decided in 1926 that trolleybuses would be more economical on local town services.Powers were obtained in 1926 to run trolleybuses over all the existing tram routes and the converted Wheatley Hills route,but not the Brodsworth route.

Thus the routes operated were:
Bentley Hexthorpe Beckett Road Hyde Park Race Course Wheatley Hills Balby.

In 1927 8 6-wheel trolleybuses,4 Garretts and 4 Karrier,were ordered.The first conversion took place on 19th.August 1928 when the route to Bentley was converted. The route was modified at the terminus such that a loop was formed,Bentley being the furthest point.The next route to be converted was that to Hexthorpe,receiving trolleybuses on 1st.August 1929.The third routevwas that to Beckett Road at the end of the same month 31st.August 1929.The Hyde Park route received trolleybuses on 10th.January 1930. Only a few months later the Race Course route was converted trolleybuses commencing on 20th.March 1930.The last two routes to be converted were those to Wheatley Hills and Balby,receiving trolleybuses on 4th.March 1931 and 26th. July 1931.These routes were operated by a further 22 Karrier trolleybuses and one of the only two Bristol trolleybuses ever built.This vehicle started its life as a Bristol T type 6-wheel motorbus.

The most travelled trolleybus of the period was 22 which went to Johannesburg as a demonstrator.

A further 37 6-wheel Karrier trolleybuses entered service between 1933 and 1939,some replacing the Garrett

and earlier Karrier trolleybuses,in spite of large motorbus orders.Many of the Karriers withdrawn in 1939 were stored at the depot until they were sold in 1944/5.

During the war only two minor extensions were made,and only 9 Karrier trolleybuses bought.Few extensions took place after the war,motor buses now being the 'in' thing. However,the period after the war,1946-1953,was the period in which the trolleybuses were at their height.The maximum total of trolleybuses owned was 46,and this total was maintained throughout this period.Over this period trolleybuses covered an annual average mileage of 3,500,000 miles.Following this the Bentley route was coverted to motor buses in 13th.February 1956 due to a lengthy period of bridge replacement on the North side of the town.

At this time there was no intention to convert the whole system to motorbuses,but this decision was reversed towards the end of 1961.Soon the trolleybus routes began to fall,Hyde Park was converted on 11th.December 1961. This was followed by the conversion of the Hexthorpe route on 18th.March 1962.The trolleybuses on both these routes were replaced by O.M.O. single-deckers.Balby route was converted on 9th.September 1962,followed by the Wheatley Hills route on 31st.December 1962.What a way to end the year for trolleybus enthusiasts! Both these routes were converted to double-deck motorbuses.The Race Course route was converted to O.M.O. single-deckers on 14th. November 1963,leaving only the Beckett Road route.This was converted to motorbuses on 14th.December 1963.The last trolleybus to run was 375 in the evening of the 14th.

The only vehicles obtained after the wartime Karriers were second-hand.6 1949 BUT's were purchased from Darlington in 1952 and re-sold to Bradford in 1960.In 1954 a scheme to rebody the wartime Karriers with new Roe bodies was adopted.This was completed between 1954-7.Also in this period 19 wartime Karriers and Sunbeams were obtained from Southend,Mexborough and Swinton traction and Pontypridd.All these vehicles received new Roe bodies.

When it was decided to abandon the trolleybuses,it was decided to place the most modern Roe bodies from trolley-buses onto second-hand Daimler chassis to be purchased from outside sources.However no suitable chassis of this type could be found,and thus 6 trolleybus bodies were used to replace 6 Leyland bodies on PD2's,and a further

14 trolleybus bodies were placed on new Daimler and Leyland chassis.

The original trolleybus depot was at Greyfriars Road. This is now used as a tool factory,rented by the Ford Motor Company.The motor buses were housed in an old hangar on Leicester Avenue,and the trolleybuses were transferred to this new depot.Thus everything was housed at Leicester Avenue,and still is.

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YOUR HELP IS REQUIRED IF OUR JUMBLE SALE ON SATURDAY 25th.JANUARY IS TO BE A SUCCESS.PLEASE START SAVING YOUR JUMBLE NOW - WE'LL ARRANGE FOR ITS COLLECTION WITH OLDHAM 231,AND DO COME ALONG AND SUPPORT US ON THE DAY SO THAT IT MAY BE REALLY WORTHWHILE

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## RAILLESS IN GREAT BRITAIN
by H.Brearley

### KEIGHLEY

The next system to start was Keighley in Yorkshire. Keighley was another system which was an odd man out having two goes at Railess and in spite of difficulties did operate with some measure of success over a period of years.An excellent book on this system has been published,and is worth reading,so I am going to deal briefly with it.I have studied this system and remember it well,even back to its early days.The first system was the Mercedes-Stoll - why,again,I don't know.They had seen Bradford and Leeds running successfully so it may have been the plums promised by the Cedes Company,to fix the overhead 1 mile 1400 yards for £1,610,send a car for demonstration free for 3 months,arrange for Cedes men to drive for £3 a week with board and lodging,a two year guarantee for the motors and other good things.The manager of Keighley at the time,Harry Webber,suggested Cedes motors with Lloyd Kohler overhead - however all round Cedes won the day! The running expenses were also favourable - 7 pence per car mile against 1/3d for petrol buses.The first run was with an Austrian vehicle to Ingrow Cross Roads on April 24th.1913.Board of trade sanction was given on May 2nd.1913 and this was the first inspection of Cedes in this country.The official inspection leads:-

The Board of Trade inspection of a Mercedes Stoll system of Trackless Cars was made at Keighley,Yorkshire on May 2nd.1913 on a line which has been made between the Ingrow Terminus of the Corporation Tramways and the village of Cross Roads.Major Pringle was the inspecting officer - with him was Mr.Potter,a Board of Trade electrical expert,Mr.Hepworth of the County Council,the mayor of Keighley,Mr.W.A.Briggs and Mr.W.A.Smith,Chairman of the tramways committee.Explanations of the system were made by Mr.H.Webber,electrical engineer to Keighley.

The system was Austrian,but within a short space of time Britain was at war with Austria,again showing shortsightedness of policy.One could go on with a tale of woes,but let it be sufficient to say that the war made things difficult.In 1917 the Cedes Company here had to sell up,which put Keighley on the spot as all promises went up in smoke.It was taking 6 months to get repairs done - if they were done at all,as engineers were wary of touching the Cedes motors.An experiment was tried with front wheel drive,but this was a failure in my opinion as the front was too heavy and the steering wrong.Other systems had used ordinary Cedes on front drive - 'Weidling' in Germany,Judenburg in Austria.The Electromobile drive could could be used on all wheels(made in Otley),so could Conradi drive - so why should Keighley suffer? However,as time went on Manager followed Manager,some staying only a short time.In 1923 a railless order was applied for to scrap the trams and install railless on the underrunning system.

This was implimented and the trams went,and double and single deck trolleys were purchased from Straker-Clough. By 1925 a new fleet was running and all seemed well.However in 1929 the West Yorkshire Bus Co. offered to buy Keighley out,but the council deferred the matter.The manager resigned before he was sacked,and another took over,but he resigned in 1930.By 1931 it was thought that the bus company should take over,and by Jan.1932 the final decision was made.Motor bus licences were applied for on all routes,and were granted.By August 1932 all details were settled and the assets of the two companies were equalled by Keighley paying £1,300.In September tenders were received for selling the trolleybus equipment,and Corporation employees were transferred to the West Yorkshire Bus Co.

In October the Keighley manager was given the 'golden handshake' with 3 month's notice from 1st.December 1932 and one month's pay in lieu of holidays.By November 1932 there was no tramways committee in Keighley.Finally on 26th.June 1933 the Council conveyed to the Company certain assets thus ending Keighley municipal transport.

I must admit I have disposed of Keighley in a very brief manner,and it deserves far more space than we can give it here.The Keighley ratepayers have benefitted by much money over the years since the transfer,although they paid a considerable sum during the years they had a system in Keighley.The Cedes system cost them £22,701 loss,a wrong system and 11 managers may be somewhat to blame for a nice little system being whittled away.

For further information on Keighley I recommend Keighley Transport by J.S.King,Bradford

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Articles on trolleybuses next month will include Doncaster,Walsall,London,Rhondda etc. etc.

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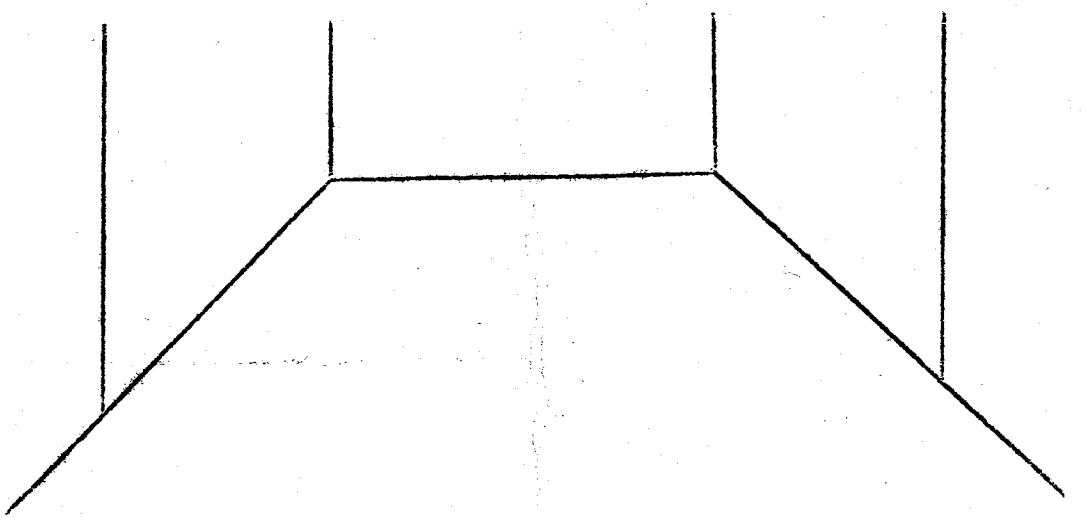
A MERRY
CHRISTMAS
and a HAPPY
NEW YEAR
to all our members